



Executive 2000 Transportation
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February 27, 2020

TO: MEMEBERS OF THE TRANSPORTATION COMMITTEE
Legislative Office Building, Room 2300 Hartford, CT 06106

RE: **Opposition to SEC. 8 of S.B. No. 261**

Executive 2000 Transportation is in extreme opposition to the proposal by the Department of Motor Vehicles to increase the minimum insurance requirements of taxicabs by 500%.

With the industry already as fragile as it is today, this proposal has great potential to destroy many local transportation companies. The pandemic has caused the greatest decline of revenue in history as ridership is at an all-time low while traveling is limited, the general economy is down, and physicians are conducting virtual appointments. Since the beginning of the pandemic, we have been constantly analyzing our overhead expenses to find even the slightest way to help compensate for the drastic decline in revenue. To add to our deficit, underwriters are not allowing suspension of coverage on vehicles that are not needed due to the lack of demand for services.

There are several operating and overhead expenses that are specific to taxi companies such as insurances, vehicle maintenance, equipment, utilities, taxes, registrations, and staffing. The cost of such obligations makes it impossible to afford to offer tiered rates or discounts thus eliminating the possibility to compete with the rates that TNC companies can afford without such obligations. Thus, we continue to operate today under the very same rates designated to us in the 1990's though operating and overhead costs such as minimum wages have increased greatly.

The safety requirements that taxi companies and their drivers undergo makes this increase unnecessary. Taxis are regulated closely and are required to pass a rigorous safety inspection at the time of initial registration as well as every 2 years when the vehicle's registration is to be renewed.

In addition to national background checks via fingerprinting, all our drivers transport NEMT clients and are required to complete the Passenger Assistance, Safety and Sensitivity (**PASS**) CTAA's driver training program, annually. Also, we require a current Driver History Report from the DMV and reject any driver with infractions that raise any concern of unsafe driving.

We ask that you consider the grave impact that this proposal would have on our industry and that it encourages you to remove section 8 from S.B. No. 261.

Sincerely,

Joyful F. Selah
Nisar A. Sandhu

Owners, Executive 2000 Transportation LLC

